AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A heat-resistant plastic tube comprising:

a polyester-based elastomer including at least one of a polyester-polyester block copolymer with a hard segment component and a soft segment component and a polyester-polyether block copolymer with a hard segment component and a soft segment component;

~~which~~ wherein the tube exhibits a change amount in angle of ± 10° or less in a shape retainability performance test, a change rate in inner diameter of ± 2% or less in a dimensional stability performance test, and a change rate in yield strength of ± 30% or less in a flexibility retainability performance test.

2. (Previously Presented) The heat-resistant plastic tube according to Claim 1, wherein the tube comprises a single layer of the polyester-based elastomer.

3. (Previously Presented) The heat-resistant plastic tube according to Claim 1, wherein the tube comprises:

an inner layer comprising a polyester-based elastomer and an outer layer formed on an outside of the inner layer and comprising a crystalline polyester-based resin.

4. (Previously Presented) The heat-resistant plastic tube according to Claim 1, wherein the tube comprises an inner layer comprising a crystalline polyester–based resin and an outer layer formed on an outside of the inner layer and comprising a polyester-based elastomer.

5. (Previously Presented) The heat-resistant plastic tube according to Claim 1, wherein the tube comprises at least an inner layer comprising a polyester-based elastomer, an intermediate layer formed on an outside of the inner layer and comprising a crystalline polyester-based resin, and an outer layer formed on an outside of the intermediate layer and comprising a polyester-based elastomer.

6. (Previously Presented) The heat-resistant plastic tube according to Claim 1, wherein the tube is a fuel feed tube usable within an engine compartment of a motor vehicle.

7. (Previously Presented) The heat-resistant plastic tube according to Claim 2, wherein the tube is a fuel feed tube usable within an engine compartment of a motor vehicle.

8. (Previously Presented) The heat-resistant plastic tube according to Claim 3, wherein the tube is a fuel feed tube usable within an engine compartment of a motor vehicle.

9. (Previously Presented) The heat-resistant plastic tube according to Claim 4, wherein the tube is a fuel feed tube usable within an engine compartment of a motor vehicle.

10. (Previously Presented) The heat-resistant plastic tube according to Claim 5, wherein the tube is a fuel feed tube usable within an engine compartment of a motor vehicle.

11. (Previously Presented) The heat-resistant plastic tube according to Claim 1, wherein the tube further comprises a bellows portion extending at least part of its length.

12. (Previously Presented) The heat-resistant plastic tube according to Claim 2, wherein the tube further comprises a bellows portion extending at least part of its length.

13. (Previously Presented) The heat-resistant plastic tube according to Claim 3, wherein the tube further comprises a bellows portion extending at least part of its length.

14. (Previously Presented) The heat-resistant plastic tube according to Claim 4, wherein the tube further comprises a bellows portion extending at least part of its length.

15. (Previously Presented) The heat-resistant plastic tube according to Claim 5, wherein the tube further comprises a bellows portion extending at least part of its length.

16. (Previously Presented) The heat-resistant plastic tube according to Claim 3, wherein an innermost of the layers has a surface resistivity in a range of from 102 to 109 W/sq.

17. (Previously Presented) The heat-resistant plastic tube according to Claim 4, wherein an innermost of the layers has a surface resistivity in a range of from 102 to 109 W/sq.

18. (Previously Presented) The heat-resistant plastic tube according to Claim 5, wherein an innermost of the layers has a surface resistivity in a range of from 102 to 109 W/sq.

19. (Original) The heat-resistant plastic tube according to Claim 13, wherein an innermost of the layers has a surface resistivity in a range of from 102 to 109 W/sq.

20. (Original) The heat-resistant plastic tube according to Claim 14, wherein an innermost of the layers has a surface resistivity in a range of from 102 to 109 W/sq.

21. (Original) The heat-resistant plastic tube according to Claim 15, wherein an innermost of the layers has a surface resistivity in a range of from 102 to 109 W/sq.

22. (Withdrawn) A manufacturing method of the heat resistant plastic tube according to Claim 1, the tube having a bent portion, comprising steps of setting a body of a heat resistant plastic tube in a thermal bending mold, heating the tube body in the mold at 190°C or higher and cooling the tube body in a state being set in the mold.

23. (Withdrawn) A manufacturing method of the heat-resistant plastic tube according to Claim 2, the tube having a bent portion, comprising steps of setting a body of a heat resistant plastic tube in a thermal bending mold, heating the tube body in the mold at 190°C or higher and cooling the tube body in a state being set in the mold.

24. (Withdrawn) A manufacturing method of the heat resistant plastic tube according to Claim 3, the tube having a bent portion, comprising steps of setting a body of a heat resistant plastic tube in a thermal bending mold, heating the tube body in the mold at 190°C or higher and cooling the tube body in a state being set in the mold.

25. (Withdrawn) A manufacturing method of the heat resistant plastic tube according to Claim 4, the tube having a bent portion, comprising steps of setting a body of a heat resistant plastic tube in a thermal bending mold, heating the tube body in the mold at 190°C or higher and cooling the tube body in a state being set in the mold.

26. (Withdrawn) A manufacturing method of the heat resistant plastic tube according to Claim 5, the tube having a bent portion, comprising steps of setting a body of a heat resistant plastic tube in a thermal bending mold, heating the tube body in the mold at 190°C or higher and cooling the tube body in a state being set in the mold.